

VAST GROWTH OF VIRGINIA'S RICHES

Commercial Increase of More Than 500 Per Cent in Twenty-Three Years at Hampton Roads.

POPULATION KEEPS PACE WITH THE DEVELOPMENT

Fair-Sized Cities Now Occupy the Former Sites of Towns That Were Little More Than Country Villages.

In a report just issued by the commercial bodies of Norfolk is contained the reason for the gigantic struggle now going on between some of the greatest railroad systems in the United States to get into the territory in the southeastern portion of the country. This report shows that the business of the Virginia ports has increased no less than 500 per cent since 1880, a business growth that is unequalled in the annals of commerce in any part of the world.

The report also discloses a growth in the interior of the country which is as remarkable as that on the seaboard, where Norfolk, Newport News, and adjacent towns now have railroad terminals and steamship docks equal to any in the United States, excepting only Boston, New York, and New Orleans, and one or two ports on the Pacific Coast. It would seem that the cities within the Virginia Capes are crystallizing themselves out of the dreams of Washington, who intended to make the National Capital a great center of commerce, into the concrete reality Washington intended the city now bearing his name to be.

Industrial Growth.
It was not until 1882 that there was a railroad down the peninsula from Richmond to the sea, but since then the growth of railroads has been in keeping with the other industries, and that these industries have increased wonderfully is shown by the figures in the report. In twenty years the capital invested in the Old Dominion and the other parts of the Southeast in manufacturing has increased from \$272,244,564 to \$1,154,002,368, of 384 per cent, while the increase in the most favored part of the North was only 252 per cent. The value of manufactured articles increased from \$457,454,777 to \$1,463,643,177, or 219 per cent against 149 per cent in the remainder of the country. The increase in Virginia has been 400 per cent, against 348 in all of the South and 252 for the whole of the United States.

Armies Employed.
The report reduces these figures again and it shows that the most remarkable growth of this great increase in business wealth has been in, and in the territory around, Norfolk, Newport News and Portsmouth.

The biggest employers of labor are the railroads, which have working for them 10,000 men. The shipbuilding company comes next, having 7,000 men at work. In each case 75 per cent of the employees are skilled mechanics who earn about \$20 a week.

The Chesapeake and Ohio and the Southern Railroads are the largest employers, individually, of labor. It was the former road which did the yeoman's work in building down the James River valley to the Virginia ports. From Richmond it reached Norfolk and Newport News, thus giving the Central West its first opportunity to get its products to the European ports without having to send them through the costly ports of the North.

First Consolidation.
It was also the Chesapeake and Ohio which was the pioneer in that system of making traffic agreements and arranging consolidations, which probably reached its limit for the next decade, anyway, in the recent Seaboard-Frisco-Rock Island deal.

Shortly after building down the valley of the James the Chesapeake and Ohio made its connections with the Cleveland, Cincinnati, Chicago and St. Louis Railroad, the "Big Four," by which it made itself an outlet to the Atlantic Seaboard for the wheat, coal, food stuffs, agricultural implements, furniture and the other manufactured articles and products of the richest part of the country which the "Big Four" gathers. It was this traffic which first commenced the prosperity at Hampton Roads. The Seaboard Air Line, the Southern, the Atlantic Coast Line, the Norfolk and Western, and the lesser roads followed the Chesapeake and Ohio, and today all have many millions of dollars invested in their terminals. In addition there has just been completed the new extensions of the New York, Philadelphia and Norfolk Railroad, the Pennsylvania Railroad branch, which is the direct line to the north.

Great Exports.
With all of the freight over these lines pouring into the ports, there is scarcely anything remarkable in the wondrous growth in exports which followed. This export trade jumped from \$3,000,000 in 1880 to more than \$150,000,000 last year. Naturally the railroads brought an increased population into the territory, but those who are not familiar with the situation are going to be surprised when they read the figures. It is the wonderful growth of Chicago of early days over again, only in a softer, more genial climate.

In 1880 the entire country around Hampton Roads could boast only 40,000 population. Now Norfolk and Portsmouth have more than 100,000; Petersburg, twenty miles distant, has 35,000, and Newport News-Hampton, 25,000. In addition to these there are

about a dozen towns, now flourishing, which were not in existence in 1880, and which have a combined population of nearly fifty thousand. Richmond and Manchester have in the meantime increased until the population is 115,000. This is an increase in population of 550 per cent for the whole territory, about three times the increase in any other part of the country.

Money Invested.
As to the money invested, \$10,000,000 has been spent at Newport News by the Chesapeake and Ohio, which occupies one-half a mile water front, where it has two large grain elevators, and eleven big docks. The Southern, at Pinners Point, has nine docks, and three of the largest covered warehouses in the world for the storage of cotton.

Several more of these buildings are in course of construction, and when they are completed, it is estimated that the Southern's expenditures are going to amount to between \$9,000,000 and \$10,000,000.

The Newport News Shipbuilding Company, which has constructed some of the largest war and merchant vessels ever built in the United States, has more than \$12,000,000 invested in its plant and other property.

The coal trade of Hampton Roads is now probably the largest of any seaport in the country.

DIVERGENT VIEWS ON VENEZUELAN LIABILITY

Arbitrators' Opinions Regarding Damages by Rebels.

Advices received in this city from Caracas indicate that there is a great difference in opinion among the umpires of the mixed commissions at Caracas concerning the liability of Venezuela for damages done by the unsuccessful revolutionists.

Jackson H. Ralston, of this city, umpire for the Italo-Venezuelan mixed commission, has held that Venezuela is not responsible for the work of the revolutionists. This view is shared by the Anglo-Venezuelan and the Netherlands-Venezuelan mixed commissions, of which Mr. Plumley, of Vermont, is acting as umpire.

The third American umpire in Caracas, Gen. Henry M. Duffield, of Detroit, holds that Venezuela is responsible for property damage, although not liable in justice, equity and international law. This view is held by the Germans, who have the largest claims against Venezuela as a result of the revolution.

This difference in opinion among umpires is regarded as unfortunate. The opinion of Mr. Ralston was received by the State Department yesterday. After a long discussion of the liability of governments for the action of revolutionists, Mr. Ralston arrives at the following conclusions:

"1. Revolutionists are not the agents of governments, and a natural responsibility does not exist.
"2. Their acts are committed to destroy the government and no one should be held responsible for the acts of an enemy attempting his life.
"3. The revolutionists were beyond governmental control, and the government cannot be held to account for injuries committed by those who have escaped its restraint."

LABOR WARNED AGAINST "UNFAIR" BARBER SHOPS

International Union Publishes a List of Local Employers.

Journeyman Barbers' International Union of America, with locals No. 239 and 905 in Washington, has issued and distributed in the city a poster headed "An appeal to organized labor and its friends." The motto, "The interest of one is the concern of all," is also displayed.

The purpose of the circular is to acquaint the public at large that there are seventy "unfair" barber shops in Washington, which do not display the union card and observe the hours set down by the union, and ask that these shops be boycotted by laboring men in the city and the friends and supporters of organized labor.

The circular sets forth as "unfair" thirty shops in the northwest section of the city. In Georgetown there are thirteen such shops. The proprietor of a Georgetown shop is openly charged with displaying "an old card, not recognized, to mislead the public."

Tenleytown has but one shop, and that is on the "unfair" list. Southwest Washington has nine shops with black marks against them. The northeast has but five boycotted shops. Eleven is the total number of "unfair" shops in the southeast portion of the city.

MANIAC IN DETROIT KILLS LITTLE BOYS

DETROIT, Mich., Aug. 19.—Detroit police are looking for a maniac who is supposed to be the author of numerous crimes in which children were the victims, and which found culmination yesterday when the mutilated body of little Alphonse Wilmer was found in a lot at the rear of the Michigan Stove Works, at Adair and Wight Streets. The body was found by a workman wedged in between two molding boxes. The hands were tied behind with wire, and a red handkerchief had been stuffed down the little fellow's throat for a gag. The body was partly stripped of clothing. The abdomen was slashed open and the left wrist was nearly severed. Both thighs also had long, deep cuts in them.

FRAUD ORDER ISSUED AGAINST BLUE COMPANY

Sewing Machine Offered as a Premium.

ADVERTISING WAS DECEPTIVE

Toy Prize Given and the Company Then Wanted Apologies for Abuse Which Followed.

What is regarded as one of the most impudent and "cheeky" letters ever sent out by an alleged fraudulent concern was made public yesterday when the Postoffice Department issued a fraud order against the Reliable Blue Company, of New York. The scheme of the company is getting feeble with age, but never seems to want for new dupes.

An advertisement was inserted in various papers. It began with the word "Free" in capital letters. Then followed the statement that a high-grade sewing machine costs from \$30 to \$40, and a cut of such a machine was printed in the ad. "Don't throw your money away," continues the ad, "but take advantage of our proposition if you wish to own a sewing machine that will do excellent sewing; send us your name and address at once, and agree to sell only thirty packages of our washing blue at 10 cents a package."

The balance of the ad is taken up with the announcement that on selling the thirty packages the machine will be sent prepaid. Anyone foolish enough to send for the packages, and, after receiving them, to ask for the machine, received by express a toy sewing machine worth about 50 cents. Accompanying the machine was a circular letter, in which the proprietors of the scheme explained that they did not offer to send the \$30 or \$40 machine, but a serviceable machine such as was actually sent. This specious argument seldom satisfied the dupes, who complained to the company and got a letter, which read, in part:

Some Unadulterated Nerve.

"We have your letter and would advise you to keep cool and not make any rash statements before you are sure as to what you are saying.

"You seem to think that we agreed to send you an up-to-date, high-grade sewing machine, with all the latest attachments. If you can show us in our advertisement where we made any such agreement we will send you such a sewing machine. We desire you to be a little patient and listen to everything we say in this letter, and then see if you are not wrong in your conclusion.

"You will notice the first word in the advertisement is 'FREE.' That means that something is given away and appears in the advertisement to attract the reader's attention.

"Then we say: 'An up-to-date high-grade sewing machine with all the latest attachments costs from \$30 to \$40.' You know very well this is true. To show you the kind of sewing machine that will cost you the sum we have mentioned we show in the advertisement the picture of such a sewing machine. You see it thus far, don't you? We next say: 'Don't throw your money away.' This is good advice, as you must admit, and we mean by that, not to waste your money in buying high-grade or high-priced machines.

"You will then find in the next words in the advertisement a distinct proposition and agreement as follows: 'If you wish to own a sewing machine that will do excellent sewing, send us your name and address at once and agree to sell only thirty packages of our washing blue at 10 cents a package.'

Hurt Company's Feelings.
"Now, that is the only agreement we made, and we carried it out to the letter. Is it not so? You know it and should not be ashamed to admit it, even if you were mistaken. We hope you will sit down and write us a letter and apologize for insinuating that our object was fraud. You have hurt our feelings very much."

Despite the explicit explanation of the advertisement and the injured feelings of the advertisers, Charles H. Robb, Assistant Attorney General for the Postoffice Department, thought the advertisement was meant to deceive, as the angry customer insinuated, and advised that the fraud order be issued.

JOYCE HABEAS CORPUS CASE IN SUPREME COURT

Hearing Begun Yesterday on Proceedings Before Justice Barnard.

Hearing on the petition of William Joyce, to secure his release from the District jail, on habeas corpus proceedings, was begun yesterday afternoon before Justice Barnard. Joyce contends that the information on which he was tried and convicted in the Police Court is defective, in that it was not signed by the Corporation Counsel or one of his assistants. He says the information was signed by a clerk in the Corporation Counsel's office.

Joyce was found guilty of carrying concealed weapons, and fined \$100, and in default of payment to go to jail for 364 days.

The Value of a Trade-Mark.

A trade-mark is usually some one particular mark on goods to show their origin, but, as a matter of fact, any new, original quality, feature or characteristic of an article of manufacture, if widely known through advertising, becomes valuable as a trade-mark, and is protected by the courts, so that one article may have many "trade-marks" that belong to it. Thus, for example, in the case of Cascarets, Candy Cathartics, the name "Cascarets," the expression "Candy Cathartics," the peculiar shape and color of box, the octagonal tablet, and the letters "C. C. C." on each tablet are all expressive "trade-marks" of that popular medicine, because they indicate their genuineness, distinguish them from imitations and have become universally known to the people.—Adv.

NO FEAR OF WASHINGTON BECOMING DEPOPULATED

Census Figures Showing Death Rate Greater Than Birth Rate Explained by Chief Statistician King.

W. A. King, chief statistician of the division of vital statistics of the Census Bureau, said this morning that there is no reason to believe that the white population of Washington is dying faster than it is born. Some apprehension was felt on this subject because of the figures published in the Census Report for 1900.

The figures showed that there were 3,600 white births and 3,660 white deaths, an excess of 60 deaths. As all of the healthy cities are reporting an excess of white births, it occurred to many who read the report that Washington might be somewhat unhealthy. The negro births were 2,003 and the deaths 2,704, an excess of 701 deaths, or nearly one-third more than the births.

Mr. King said this morning that the small number of births compared with the deaths was largely due to the difficulty in securing accurate birth returns. There are laws and regulations requiring births to be recorded in most of the States, but as a rule they are not rigidly enforced and are evaded with remarkable frequency. The deaths are generally reported. The body has to be disposed of and this cannot be done without a burial permit, and for that reason physicians or friends make the reports.

NEWS OF RAILROADS AND OF RAILROAD MEN

More Equipment.

As the result of a conference between President Stevens and H. W. Fuller, general passenger agent, of the Chesapeake and Ohio Railroad, and a committee of the Richmond chamber of commerce, held recently, the Chesapeake and Ohio is to increase the finer part of its rolling stock. The conference was in reference to a more extensive schedule of trains from the capital of the Old Dominion, and the proposed increase in stock came up later. President Stevens promised the committee a passenger service that could not be excelled in any part of the world, and to carry out this promise the new stock has been ordered.

Ten coaches and parlor cars have been contracted for with the Pullman Company, which are to be the finest made. These are to have a seating capacity of eighty-five, are to be vestibuled, electric lighted, steam heated, and are to be finished in mahogany and oak. Two new dining cars have also been ordered. All of the new stock is to be placed in the F. F. V. service, between Washington and Cincinnati, and in the Norfolk and Richmond service.

Another Extension.

The Southern Railway, which has much of the double-tracking between Washington and Atlanta well under way, announces that it is to build an extension from Oliver Springs to Pilot Mountain, the survey for which is now being pushed forward rapidly. This extension is to shorten the route from Knoxville to Cincinnati twenty-five miles, while the territory through which the line is to pass is rich in coal and iron, yet undeveloped.

"Big Four" Excursions.

While many of the railroads in the Central West have been busy consolidating and doing other things, the "Big Four" has been organizing excursions to the seashore. Recently in conjunction with the Chesapeake and Ohio, it sent ten train loads of people through Washington, and now it has under way fifteen more trains which are to start East today.

The excursionists, numbering between 3,500 and 4,000, come from Cincinnati and points north and east thereof on the Cincinnati and Cleveland division of the Cleveland, Cincinnati, Chicago and St. Louis; from Wabash, Ind., and intermediate points to Anderson, Ind., on the Michigan division; from all points on the Sandusky division, between Sandusky and Springfield; from the Dayton and Union Railroad, between Dayton, Springfield and Union City; from Peoria and Eastern Railroad, Shirley, Ind., and points east; from points on the Cincinnati Northern Railroad, Greenville; from Kendallville, Ind., on the Lake Shore, and points east, including points on the Detroit, Toledo and Milwaukee.

Independent of this big Western contingent of excursionists, excursions to the seashore were also run over the Pennsylvania lines from Buffalo, Niagara Falls, Erie, and Titusville, and over the Lehigh Valley-Reading lines from Buffalo and intermediate points on the direct line in New York State.

Great Mileage.

Now that the smoke has cleared away somewhat, railroad experts can begin to figure out just what happened in the Seaboard Air Line-Frisco-Rock Island deal. The combination makes the system one of the largest in mileage in the United States, and one which also taps the richest country in the Republic for the road now embraces the following lines:

By ownership or lease:	Miles.
Chicago, Rock Island and Pacific Railway	7,032
St. Louis and San Francisco Railroad	1,914
Evansville and Terre Haute Railroad	185
Lines under construction	1,500
By joint ownership:	
Seaboard Air Line	2,611
One-half interest north and south	
Harrisman lines in Texas	1,345
By affiliation:	
Mexican Central	2,710
Total	17,297

So far there has been no announcement which would lead to the belief that the new owners intend to merge the identity of the Seaboard into that of

BANKERS TO CONVENE ON POTOMAC STEAMER

Novel Plan of Maryland and District Association.

WILL MAKE TRIP TO NORFOLK

In That Manner Business Will Be Pleasantly Combined With Sightseeing.

A convention aboard a steamboat, sailing down the Potomac River, is the innovation planned by the Bankers' Association of Maryland and the District of Columbia. The first meeting will be held on September 24, aboard one of the large steamers of the Norfolk and Washington Steamboat Company, and while the actual convention is in progress, the delegates will be conveyed to Norfolk, returning on the morning of the next Saturday.

A similar convention has never before been undertaken by any bankers' association in this country. The scheme was decided upon by the local organization, and met with instant approval from the Maryland contingent. Pleasure will be combined with work, thus relieving the dull monotony of the ordinary convention.

Favor the Newport News.

The steamer Newport News will leave Washington at 2:30 o'clock on the afternoon of the 24th. The sail down the Potomac as far as Blackiston Island will be by daylight, affording the visitors an excellent opportunity of viewing the surrounding scenery.

Newport News will be reached early Friday morning. The points of interest, including the shipyards and dry docks, and Fort Monroe, will be visited, and a trip by trolley will be made to the United States Soldiers' Home and the Hampton School.

The entire party will be guests at dinner at the Chamberlin Hotel on Friday evening. About 8 o'clock they will again board the steamer for a moonlight sail up the river, reaching Washington on Saturday morning in time for business.

Treasury Officials May Go.

The delegates will probably number about 200, although accommodations have been provided for 225 including guests. The arrangements have been under the supervision of the local association. Last year's joint convention was in charge of the Maryland bankers. While the details of the sessions have not yet been planned, it is announced that the guests may include Secretary Shaw and Comptroller Ridgely, of the Treasury Department. The delegates will include most of the prominent bankers in Maryland and the District.

DRUMMER MAKES ROUNDS IN A MOTHER HUBBARD

Colonel Walk, of Mississippi, Pays Unique Election Bet.

MEMPHIS, Tenn., Aug. 19.—Col. M. B. Walk, a Memphis drummer, is attracting wide attention in Mississippi, by making his regular trip in a red mother hubbard and a sunbonnet.

This is the result of a bet made on the late Senatorial race between Senator Money and Governor Longino. Mr. Walk bet that the governor would carry twenty-five counties, and if the governor did not he was to make his rounds as he is now doing.

SEARCH MADE HERE FOR CAPT. DENVER'S FRIENDS

Anxiety Over Pitiable Condition of Family.

TWO MEMBERS IN HOSPITAL

Neighbors in California Caring for Unfortunates, But Are Hunting for Relatives.

Efforts are being made here to find any relatives of Capt. James W. Denver, formerly a lawyer in this city, with offices at 1115 Pennsylvania Avenue northwest, and who lived at 404 Sixth Street northwest. He was the brother of Gov. Arthur St. Clair Denver, for whom Denver, Col., was named, and who also lived here for many years. The reason for the search is the pitiable plight of the widow and daughter of the late Captain Denver, which is described in the "San Diego Union," of August 11.

"Mrs. Denver and her daughter have resided in southern California for about four years, the time being divided between Los Angeles and Coronado. It is something over a year ago that they came to Coronado, taking a cottage about a block from the Hotel de Coronado.

Hermits in Their Home.

"Since the holiday season both mother and daughter have acted in a most unusual way, refusing to see friends who called upon them, ignoring their neighbors, and in every way giving people to understand that they wished to be left entirely alone. After numerous fruitless efforts to meet or communicate with either Mrs. Denver or the daughter, people gradually left them to themselves until becoming alarmed by their strange actions.

"Admittance to the house was gained by force, and the frightened and terrified women met the outsiders most unwillingly. They have since been adjudged mentally incompetent. At present the mother and daughter are being cared for at St. Andrew's Sanitarium, an attendant having been provided for them. It is thought that business troubles and property losses have been so closely brooded over that the present unfortunate condition has resulted. They still own a valuable ranch at Lemon Grove, however, and are supposed to have an income from other sources."

The mother is a woman about sixty years of age and the daughter is perhaps forty. During their life in Washington Miss Denver was an acknowledged social favorite.

KANSAS "JOINT" SMASHED BY MOB OF WOMEN

Barkeeper Exiled and Owner Greeted With Ancient Eggs.

WICHITA, Kan., Aug. 19.—Seven women were arrested yesterday and five were fined \$10 and costs for smashing a "joint" at Derby, a small town ten miles south of here.

The women fined were Mrs. Dora Wardell, Mrs. J. M. Mitchell, Mrs. Henry Lake, Mrs. William Brand, and Mrs. C. J. Jones. They paid their fines and the cases against the other two were dismissed.

Charles Stafford, the barkeeper, was given twenty-four hours to leave town. Tom Mahon, of this city, who owned the "joint," and his attorney, S. B. Amidon, went to Derby to investigate the trouble and the women threw ancient eggs at them, the coats of the two men being ruined.

THE AMERICAN SMOKE

Cremo

the great 5c Cigar

First in price
First in quality
First in aroma

The Largest Selling Brand of Cigars in the World
The Band is the Smoker's Protection.

By ownership or lease:	Miles.
Chicago, Rock Island and Pacific Railway	7,032
St. Louis and San Francisco Railroad	1,914
Evansville and Terre Haute Railroad	185
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